DOCKETED	
Docket Number:	21-TRAN-04
Project Title:	Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE Commercial Vehicles)
TN #:	259201
Document Title:	EnergIIZE Utilities and Me - SCE Funding Workshop
Description:	EnergIIZE Commercial Vehicles Project Utilities and Me - SCE Funding Workshop slide deck from 6/26/2024. A recording of the workshop is viewable at the link below. https://vimeo.com/1008448723
Filer:	CALSTART
Organization:	CALSTART
Submitter Role:	Other Interested Person
Submission Date:	9/17/2024 4:10:32 PM
Docketed Date:	9/17/2024

EnergIIZE COMMERCIAL VEHICLES

SOUTHERN CALIFORNIA EDISON®

Utilities & Me: MDHD EV Infrastructure Installation and Funding

June 26, 2024

1pm PT

Agenda

Topic	Speaker
Welcome!	**Lauren Fleming**, EnergIIZE
What Does it Take to Install EV Charging Infrastructure?	**John Nelson**, Sr. Project Manager, Southern California Edison
SCE's Transportation Electrification Pathways	**Ramiro Lepe**, Sr. Advisor, Southern California Edison
EnergIIZE Available Funding	**Lauren Fleming** & **Aidan Anthony**, EnergIIZE
Question Panel and Q&A	All Presenters

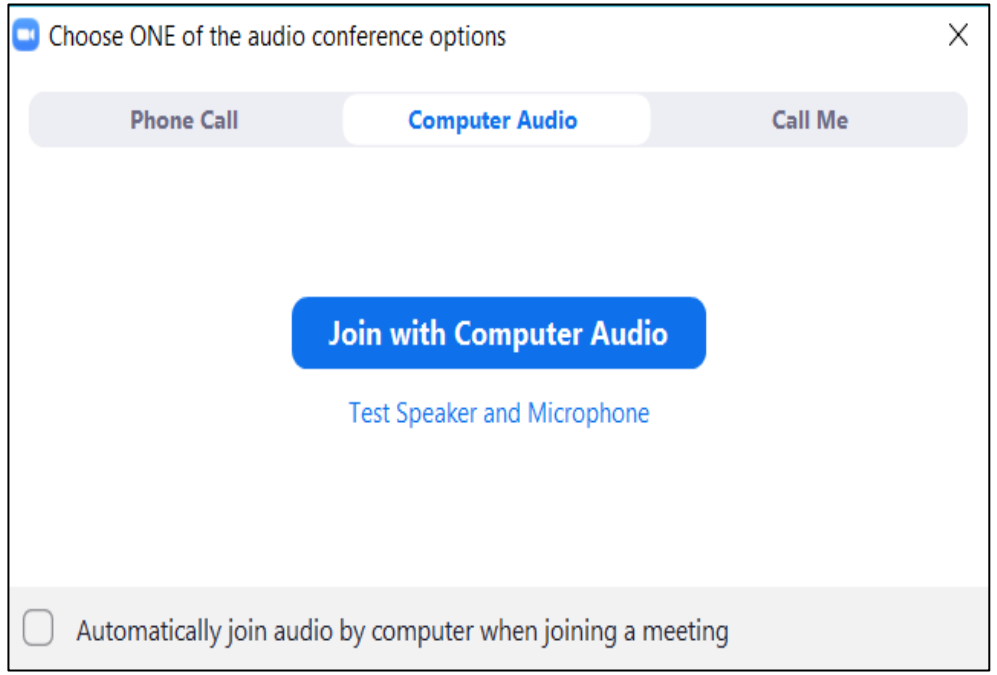
Zoom Logistics

Webinar URL: https://calstart-org.zoom.us/webinar/register/WN_5G7Bn_8VS6Ggd8P88DlV7Q

Webinar ID: 867 4228 2594

Mobile: US: +1 719 359 4580 or +1 253 215 8782

If you dial-in from a phone, use the meeting ID and passcode from invite



All participants (web and dial-in) are automatically in listen-only mode.

All participants will be unable to share their video.

If you have questions, you can use the Q&A function.

What Does It Take To
Install EV Charging Infrastructure?

-John Nelson, Sr Project Manager, **TE Project Management**

SOUTHERN CALIFORNIA EDISON®

What does it take to install charging infrastructure?

★ Current Point of Engagement
★ Desired Point of Engagement

Understanding the process flow of installing electric chargers and the work that SCE is responsible for can ensure a smooth partnership from start to finish

Annual Planning Process

Interconnection Process (Specific Site, Specific Project)

Decision to Electrify

Your business knows it will electrify its fleet but may or may not have a detailed plan yet.

Partner with TEAS to develop a plan – EV Readiness Studies

Customer Planning

You understand what your fleet operations will look like, including type and quantity of vehicles, and where chargers will be needed.

Load Capacity Study
An optional, customer-funded study to help you understand the scope of work required and mitigate risks to your plan.

Interconnection Application

Your official application for interconnection for a specific site and project is submitted.

Preliminary Design*

Based on the information in your application, SCE will create a preliminary design up to the meter and send it back for your approval.

Load Capacity Study
A required study, completed at no additional cost to you, that confirms the work required and **reserves** your load.

Finalize Design*

Your official application for interconnection for a specific site and project is submitted.

Upgrade Power Infrastructure*

You have complete plans for your side of the meter, prepared the site for installation and procured the chargers (and vehicles!) for your fleet.

Review Readiness

Once your field conditions are met, SCE can obtain permits and schedule the work orders.

Crew Starts Work*

All cables and equipment up to the meter are installed by SCE and connected to the grid.

Project Energized

Service begins! Reach out to SCE for service support and maintenance.

The earlier SCE is notified, the more we can support your planning and prepare for your project!

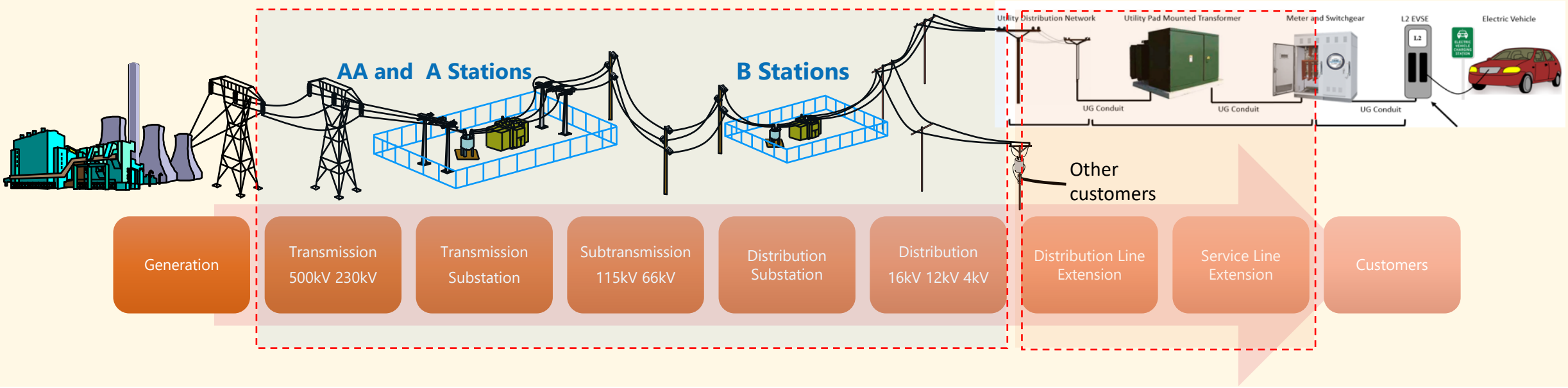
**If you choose to utilize Charge Ready Transport program, SCE will support the design and installation on both sides of the meter. For Rule 29 installations, you are responsible for the design and construction on your side of the meter*

*Simplified process flow for illustrative purpose

Overview of Utility Grid Planning Activities

Annual 10-year grid planning to meet forecasted load and DER growth, including EVs

Load energization / Service connection



EV Infrastructure Project Site Overview – Essentials

Charger Selection
- Make / Model / kW / Quantity

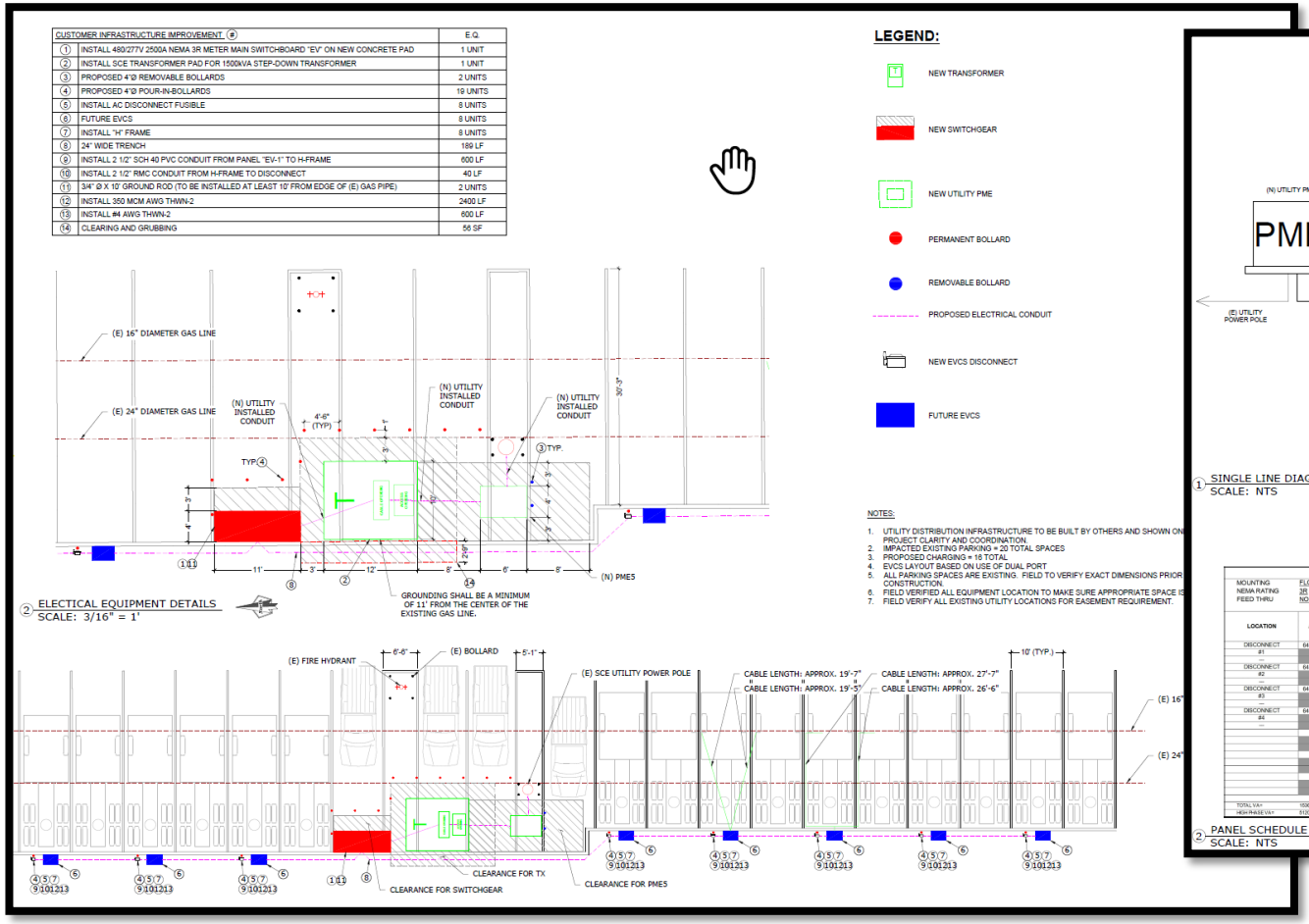
Fleet Operations
- Type and Quantity of EVs
- Estimated Arrival Dates
- Establishing Routes / Charging Windows

Proposed Site Map
- Spacing, Throughput, Overhead Obstructions, Existing Easements

Review of Utility Easements & Agreements
- No Red Lines

Environmental Considerations
- SCE Does NOT Pay for Remediation

EV Infrastructure Project Site Overview - Conceptual Design Phase



CUSTOMER INFRASTRUCTURE IMPROVEMENT		E.Q.
1	INSTALL 480/277V 2500A NEMA 3R METER MAIN SWITCHBOARD "EV" ON NEW CONCRETE PAD	1 UNIT
2	INSTALL SCE TRANSFORMER PAD FOR 1500kVA STEP-DOWN TRANSFORMER	1 UNIT
3	PROPOSED 4'Ø REMOVABLE BOLLARDS	2 UNITS
4	PROPOSED 4'Ø POUR-IN-BOLLARDS	19 UNITS
5	INSTALL AC DISCONNECT FUSIBLE	8 UNITS
6	FUTURE EVCS	8 UNITS
7	INSTALL "H" FRAME	8 UNITS
8	24" WIDE TRENCH	189 LF
9	INSTALL 2 1/2" SCH 40 PVC CONDUIT FROM PANEL "EV-1" TO H-FRAME	600 LF
10	INSTALL 2 1/2" RMC CONDUIT FROM H-FRAME TO DISCONNECT	40 LF
11	3/4" Ø X 10' GROUND ROD (TO BE INSTALLED AT LEAST 10' FROM EDGE OF (E) GAS PIPE)	2 UNITS
12	INSTALL 350 MCM AWG THWN-2	2400 LF
13	INSTALL #4 AWG THWN-2	600 LF
14	CLEARING AND GRUBBING	56 SF

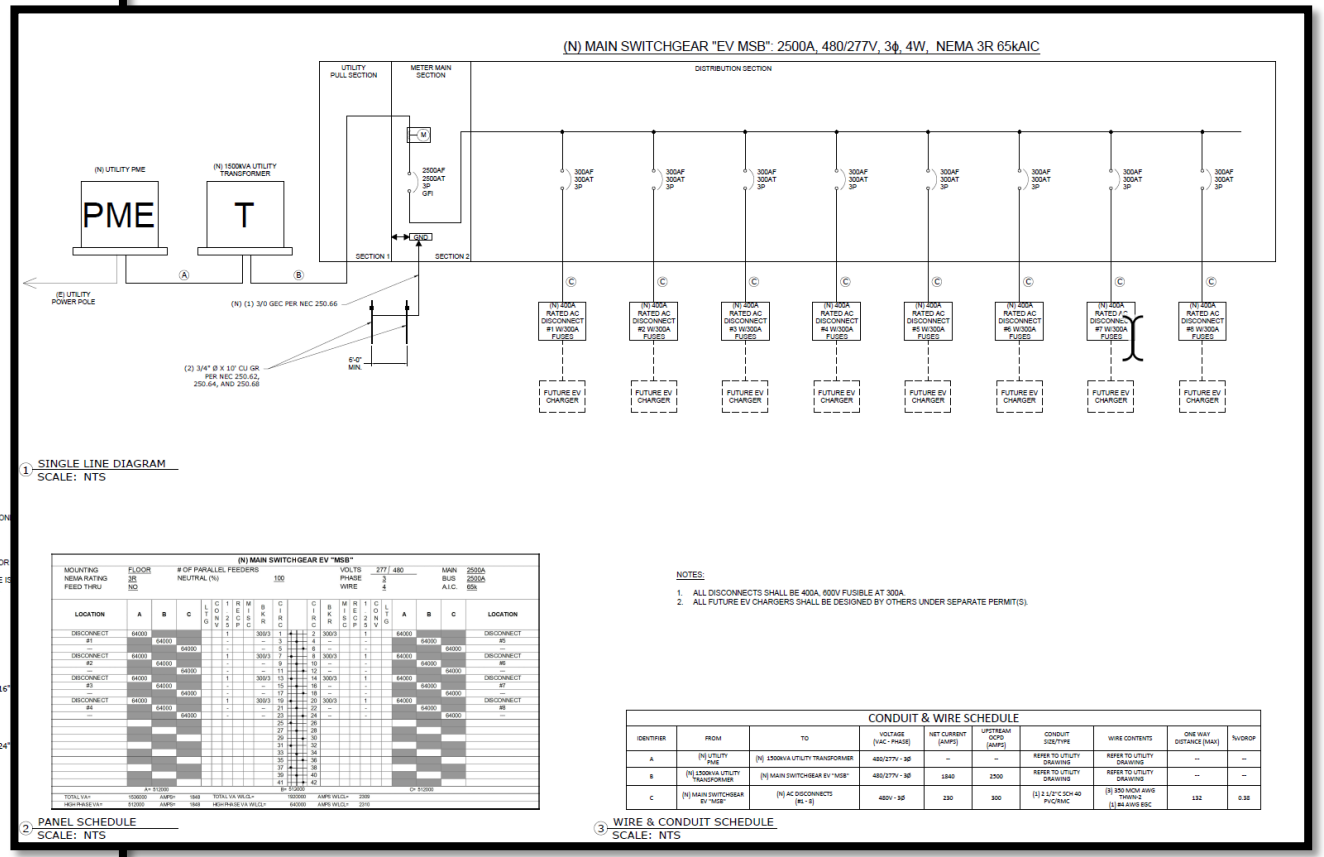
② ELECTICAL EQUIPMENT DETAILS
SCALE: 3/16" = 1'

LEGEND:

- NEW TRANSFORMER
- NEW SWITCHGEAR
- NEW UTILITY PME
- PERMANENT BOLLARD
- REMOVABLE BOLLARD
- PROPOSED ELECTRICAL CONDUIT
- NEW EVCS DISCONNECT
- FUTURE EVCS

NOTES:

1. UTILITY DISTRIBUTION INFRASTRUCTURE TO BE BUILT BY OTHERS AND SHOWN ON PROJECT CLARITY AND COORDINATION.
2. IMPACTED EXISTING PARKING = 20 TOTAL SPACES
3. PROPOSED CHARGING = 16 TOTAL
4. EVCS LAYOUT BASED ON USE OF DUAL PORT
5. ALL PARKING SPACES ARE EXISTING. FIELD TO VERIFY EXACT DIMENSIONS PRIOR CONSTRUCTION.
6. FIELD VERIFIED ALL EQUIPMENT LOCATION TO MAKE SURE APPROPRIATE SPACE IS
7. FIELD VERIFY ALL EXISTING UTILITY LOCATIONS FOR EASEMENT REQUIREMENT.



① SINGLE LINE DIAGRAM
SCALE: NTS

(N) MAIN SWITCHGEAR EV "MSB"

MOUNTING	FLOOR	# OF PARALLEL FEEDERS	VOLTS	277 / 480	MAIN	2500A
NEMA RATING	3R	NEUTRAL (%)	100	PHASE	3	BUS	2500A
FEED THRU	NO			WIRE	4	A.I.C.	65k

LOCATION	A	B	C	LTG	CONV	RECPT	MISC	BKR	CIRC	CIRC	BKR	MISC	RECPT	CONV	LTG	A	B	C	LOCATION
DISCONNECT #1	64000					1		300/3	1	2	300/3			1		64000			DISCONNECT #1
		64000				-		-	3	4	-			-			64000		
			64000			-		-	5	6	-			-				64000	
DISCONNECT #2	64000					1		300/3	7	8	300/3			1		64000			DISCONNECT #2
		64000				-		-	9	10	-			-			64000		
			64000			-		-	11	12	-			-				64000	
DISCONNECT #3	64000					1		300/3	13	14	300/3			1		64000			DISCONNECT #3
		64000				-		-	15	16	-			-			64000		
			64000			-		-	17	18	-			-				64000	
DISCONNECT #4	64000					1		300/3	19	20	300/3			1		64000			DISCONNECT #4
		64000				-		-	21	22	-			-			64000		
			64000			-		-	23	24	-			-				64000	
									25	26									
									27	28									
									29	30									
									31	32									
									33	34									
									35	36									
									37	38									
									39	40									
									41	42									
	A= 512000							B= 512000								C= 512000			
TOTAL VA =	1536000	AMPS=	1848	TOTAL VA WLDS =				1920000	AMPS W/LD=		2309								
HIGH PHASE VA=	512000	AMPS=	1848	HIGH PHASE VA W/LD=				640000	AMPS W/LD=		2309								

② PANEL SCHEDULE
SCALE: NTS

NOTES:

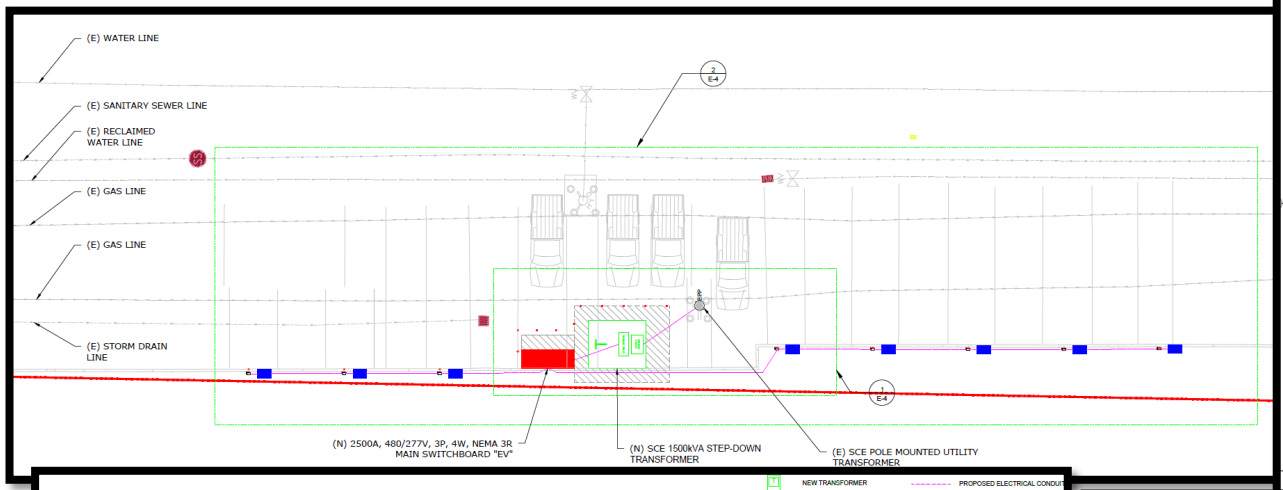
1. ALL DISCONNECTS SHALL BE 400A, 600V FUSIBLE AT 300A
2. ALL FUTURE EV CHARGERS SHALL BE DESIGNED BY OTHERS UNDER SEPARATE PERMIT(S).

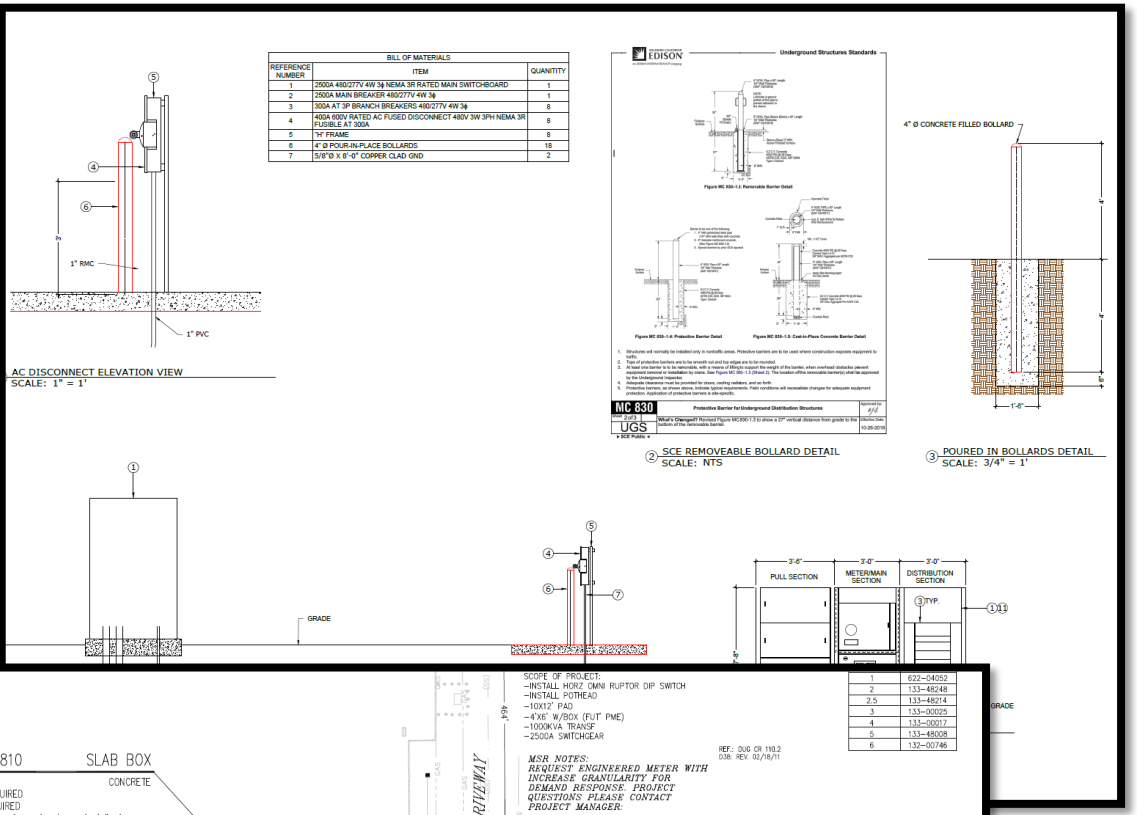
CONDUIT & WIRE SCHEDULE

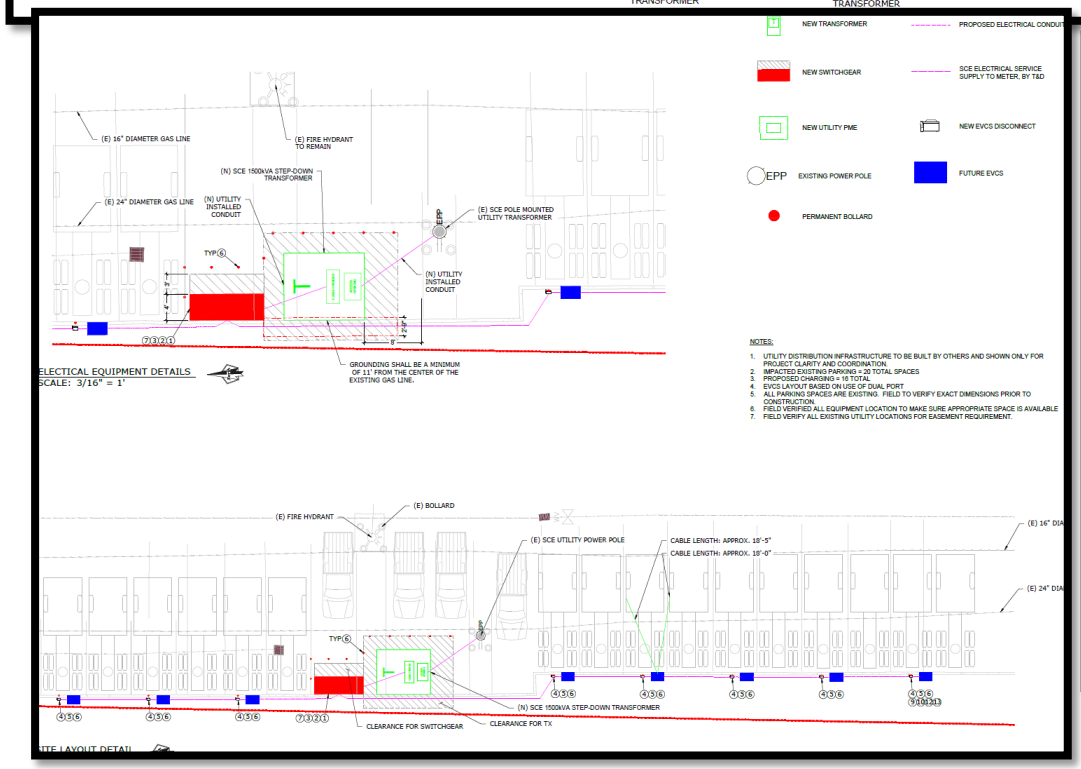
IDENTIFIER	FROM	TO	VOLTAGE (VAC - PHASE)	NET CURRENT (AMPS)	UPSTREAM OCPD (AMPS)	CONDUIT SIZE/TYPE	WIRE CONTENTS	ONE WAY DISTANCE (MAX)	%VDROP
A	(N) UTILITY PME	(N) 1500kVA UTILITY TRANSFORMER	480/277V - 3Ø	--	--	REFER TO UTILITY DRAWING	REFER TO UTILITY DRAWING	--	--
B	(N) 1500kVA UTILITY TRANSFORMER	(N) MAIN SWITCHGEAR EV "MSB"	480/277V - 3Ø	1840	2500	REFER TO UTILITY DRAWING	REFER TO UTILITY DRAWING	--	--
C	(N) MAIN SWITCHGEAR EV "MSB"	(N) AC DISCONNECTS (#1 - 8)	480V - 3Ø	230	300	(1) 2 1/2"-C SCH 40 PVC/RMC	(3) 350 MCM AWG THWN-2 (1) #4 AWG EGC	132	0.38

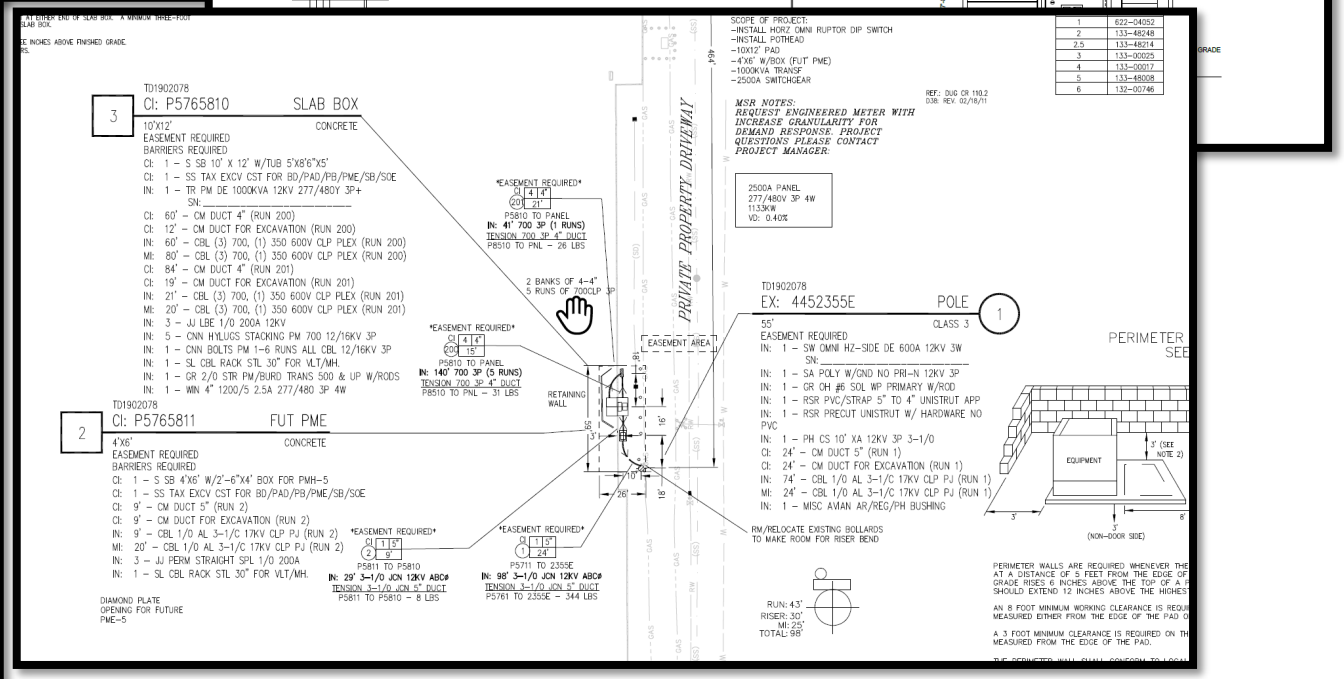
③ WIRE & CONDUIT SCHEDULE
SCALE: NTS

Final Engineered Design Phase









EV Infrastructure Project Site Overview - Construction Phase

EV Infrastructure Project Site Overview - Construction Complete

Every EV Charging Infrastructure Project is a MAJOR Construction Endeavor

Each project is unique, there are 6 high level factors that influence how long completing an EV Infrastructure project will take:

Type of Project. Make Ready or Utility Infrastructure Only? Make-Ready projects take longer, Utility is completing designs, obtaining permits, securing material, & completing construction on both sides of the meter

Site Characteristics. Does electric service already exist, or will site require distribution or service line extension? Environmental Remediation, Existing UG Utilities (natural gas, gasoline, etc.)

Capacity. Does it currently exist, or will added capacity be needed to serve a project? Projects may require a lot of capacity. See us as a partner! We may need to upgrade substation or reallocate circuit load

Permits & Clearances. Utilities have to be given permission to complete the construction work required for EV charging from the AHJ (Cities, Counties, State or Federal Entity). *Permit approval times are taking longer*

Materials & Equipment. Industry has seen a shortage of key materials and equipment needed to complete EV Charging Infrastructure projects to include *Switchgear*, some *Transformers* & *smaller materials*

Customer Engagement. Lead times in receiving customer applications, submitting designs, providing clearances, signing agreements, approving preliminary and final designs, etc. *Customer requested changes*

Engage With SCE Early & Often For Your Load Energization Project

In Addition to Sharing the Long-Term Electrification Plan, **Customers Should Contact SCE as Early as Possible for Your Load Energization Project!**

While ***Each Location Has Different Levels of Capacity and Complexity***, In General, SCE Strongly Suggest That Applicant Should Inform SCE As Follows:

- **Any Size Project**: No lesser then 2 years
- **3-10 MW Project**: No lesser then 3 years
- **10-15 MW Project**: No lesser then 5 years

*Timing **depends on the capacity & complexity of the localized distribution grid**. The times suggested above are for guidance only and may be substantially longer if project with licensing requirements are triggered

System Upgrades Take Time!

Approximately….

- ***18 months+ for simple upgrades*** (e.g. upgrade to existing circuits)
- ***3+ years for moderate upgrades*** (e.g., new circuits)
- ***6+ years for major upgrades*** (e.g., new substations)

Southern California Edison's
Transportation Electrification Pathways

-Ramiro Lepe, Sr Advisor, **Charge Ready Transport**

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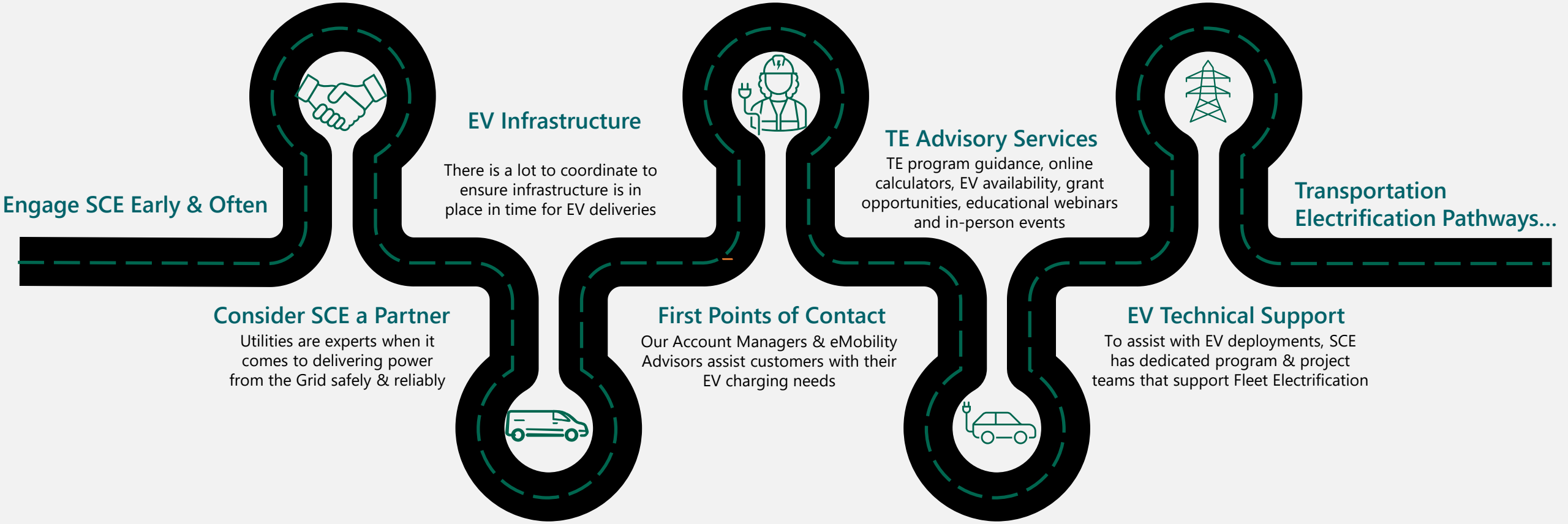
Working With SCE For Your Power Needs

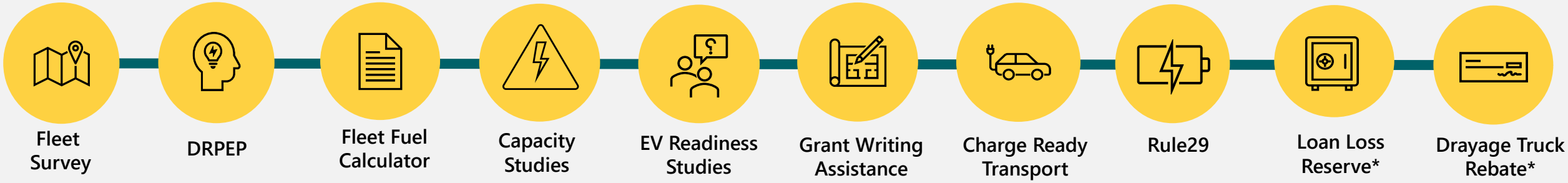
Requesting or upgrading power can seem like a long and complicated process, but by planning ahead, you don't have to do it alone



*Simplified process flow for illustrative purpose

SCE Supports Every Stage of Your Electrification Journey

Programs and self-serve resources are available to help you understand the impact of electrification, define requirements, and access funding for your fleet transition



START HERE:

- Power Service Request

SHARE YOUR PLANS:

- EV Acquisition Plan Survey
- SCE Forecasting Process
- SCE System Planning Process

PLANNING:

- SCE Distribution Resources Plan External Portal (DRPEP)
- Engineering Analysis Reports
- Electric Fleet Fuel Calculator

TE ADVISORY SERVICES:

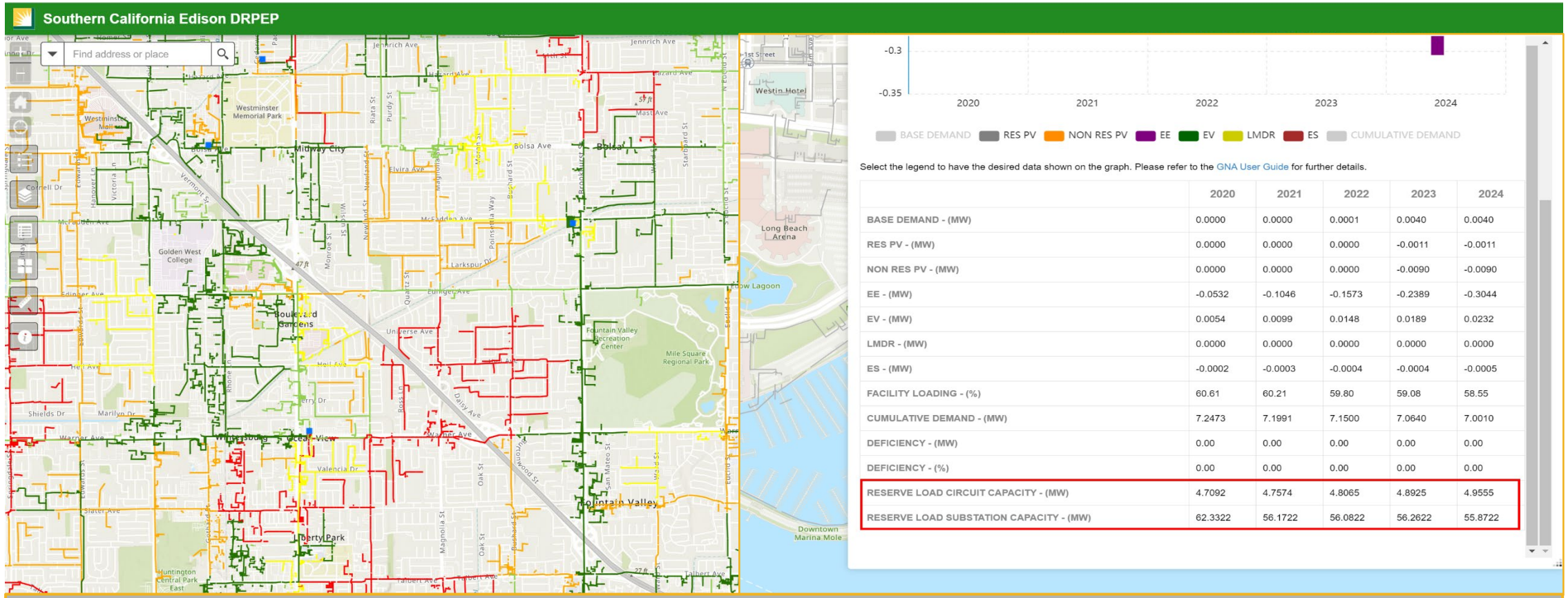
- EV Readiness Studies
- Grant Writing Assistance
- In Person Events & Webinars

EV INFRASTRUCTURE:

- Charge Ready Transport
- EV Infrastructure (Rule 29)
- SCE Approved Product List

* Coming Soon!

Distribution Resource Plan External Portal (DRPEP)



	2020	2021	2022	2023	2024
BASE DEMAND - (MW)	0.0000	0.0000	0.0001	0.0040	0.0040
RES PV - (MW)	0.0000	0.0000	0.0000	-0.0011	-0.0011
NON RES PV - (MW)	0.0000	0.0000	0.0000	-0.0090	-0.0090
EE - (MW)	-0.0532	-0.1046	-0.1573	-0.2389	-0.3044
EV - (MW)	0.0054	0.0099	0.0148	0.0189	0.0232
LMDR - (MW)	0.0000	0.0000	0.0000	0.0000	0.0000
ES - (MW)	-0.0002	-0.0003	-0.0004	-0.0004	-0.0005
FACILITY LOADING - (%)	60.61	60.21	59.80	59.08	58.55
CUMULATIVE DEMAND - (MW)	7.2473	7.1991	7.1500	7.0640	7.0010
DEFICIENCY - (MW)	0.00	0.00	0.00	0.00	0.00
DEFICIENCY - (%)	0.00	0.00	0.00	0.00	0.00
RESERVE LOAD CIRCUIT CAPACITY - (MW)	4.7092	4.7574	4.8065	4.8925	4.9555
RESERVE LOAD SUBSTATION CAPACITY - (MW)	62.3322	56.1722	56.0822	56.2622	55.8722

- SCE's Distribution Resource Plan External Portal provides information to support streamlining the interconnection process, enabling customer use of clean energy technologies, and achieving California's clean energy goals
- DRPEP is home to SCE's Grid Needs Assessment (GNA) and other interconnection projects.
- **Reserve Load Circuit Capacity** and **Reserve Load Substation Capacity**

DRPEP.SCE.COM

Transportation Electrification Advisory Services

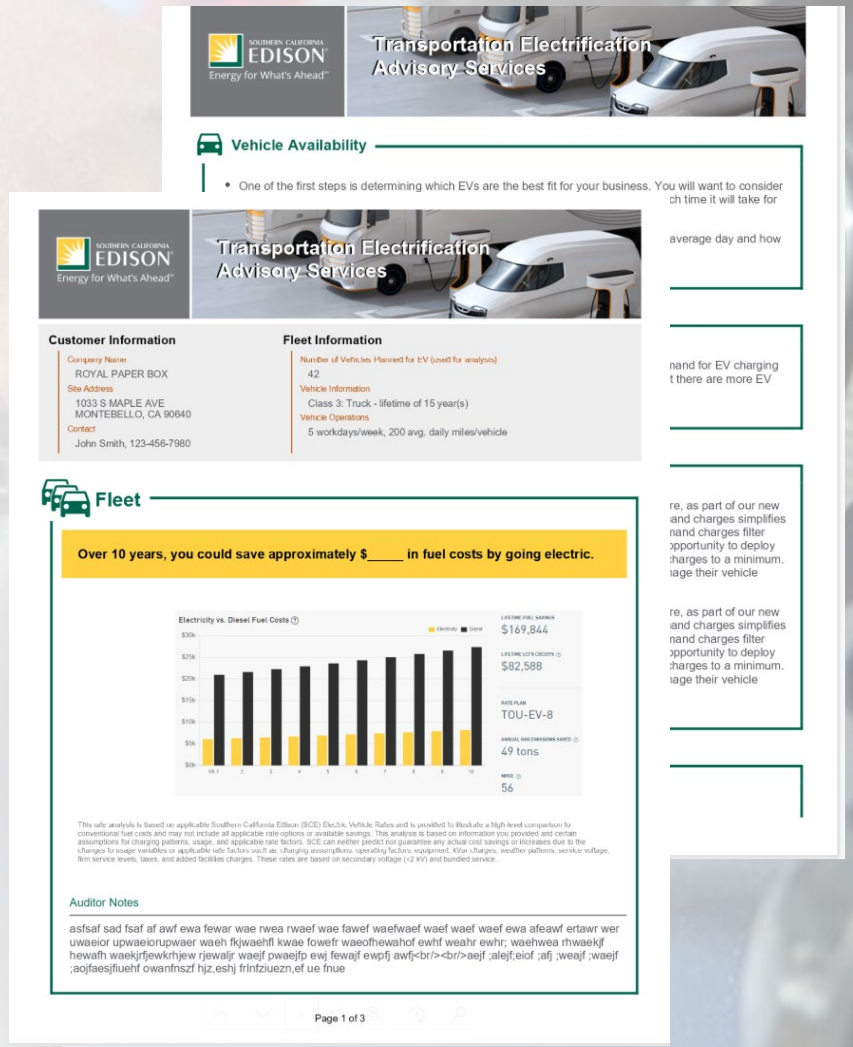
TE Advisory Services is available to support customers early in the electrification planning phase.

EV Readiness Studies *(No Cost Project Site Study)*

- Helps multifamily property owners, tribal communities, businesses and medium- and heavy-duty fleet owners determine the feasibility of their specific electrification project. Customers will receive the following:
  - ***Consultation call with a TE Advisor***
  - ***High-level study of their site***

Grant Writing Assistance *(No Cost Service)*

- Helps medium- and heavy-duty fleet owners apply for state and local competitive funding opportunities to reduce the cost of purchasing EVs.
  - ***VW Mitigation***



www.sce.com/teas

Introducing *Charge Ready Transport*: Electric Infrastructure for EV Truck, Bus & Off-Road Fleets

Charge Ready Transport **is SCE's program to help meet California GHG goals while providing clean air to local communities.**

We build EV charging infrastructure for SCE customers deploying EV trucks, buses, and off-road equipment.

We collaborate with fleets to design infrastructure to meet your needs while managing potential grid impacts.

Four Elements of *Charge Ready Transport*

Provides low- to no-cost distribution electrical infrastructure for fleet customers on both the utility- and customer-side of the meter. Customer purchases and installs charging equipment. Customer Built Infrastructure option is available as well.

Charger hardware rebates up to 50% for eligible customers

Commercial Time-Of-Use rates designed for EV fleets

EV Advisory Services for fleet evaluation

CR Transport Fast Facts

- **Seven-year program, launched in 2019**
- **$342 million budget**
- **Minimum 500 sites and 8,490 MDHD EVs deployed**
- **At least 15% of the Infrastructure budget must go to transit agencies**
- **At least 40% of the Infrastructure budget must go to Disadvantaged Communities (DACs)**

Charge Ready supports a variety of Medium & Heavy-Duty Electric Vehicles

On-road vehicles

Eligible Classes:

- **Medium-Duty vehicles**
- **Heavy-Duty vehicles**
- **School Buses**
- **Transit Buses**
- **Truck Stop Infrastructure**

Vehicles must have GVWR (max loaded weight) 6,000 lbs. and above (class 2-8)

Off-road vehicles

Eligible Classes:

- **Yard trucks**
- **Forklifts**
- **Transportation Refrigeration Unit (TRU) infrastructure**
- **Airport ground support equipment (GSE)**

No specific weight minimum








New-Technology Vehicles:

Contact us for eligibility about new vehicle types coming to market, such as cargo handling equipment, agricultural vehicles, or construction vehicles.

Eligible Chargers are listed on SCE's Approved Product List

AC Level 2

- Up to 80 amp (19.2 kW).
- Standard J-1772 connector.

DC Standalone

- Up to 180 kW.
- CCS-1, CCS-2, CHAdeMO connectors.

DC Power Cabinet

- Modular cabinet with one or more dispensers.
- Up to 350kW.
- CCS-1, CCS-2, CHAdeMO connectors.

Off-road TRU & Forklift

- TRU: 4-pin and 6-pin, up to 32 amp, UL listed.
- Forklift: variety of chargers for different forklift models, UL listed.

Approved product list available at http://www.sce.com/apl.
New models are added regularly. Check for the newest availability list.

Many fleets qualify for charging hardware rebates up to 50%

Do you qualify for a charger equipment rebate?

Three customer classes qualify for the charger equipment rebate:

1. **Transit agencies**
2. **School District**
3. **Project sites in Disadvantaged Communities, except for businesses on the Fortune 1000 list.**

Map of Disadvantaged Communities

Charger Info

Rebates cover 50% of equipment cost, up to a cap by power band.

Chargers must meet AC or DC charging standards for on-road vehicles

Equipment must be listed on SCE's Approved Product List (APL).

For AC chargers and DC standalone chargers, there is one rebate per charger, regardless of the number of ports / connectors.

For DC modular power cabinet chargers, there is one rebate per power cabinet, regardless of the number of dispensers.

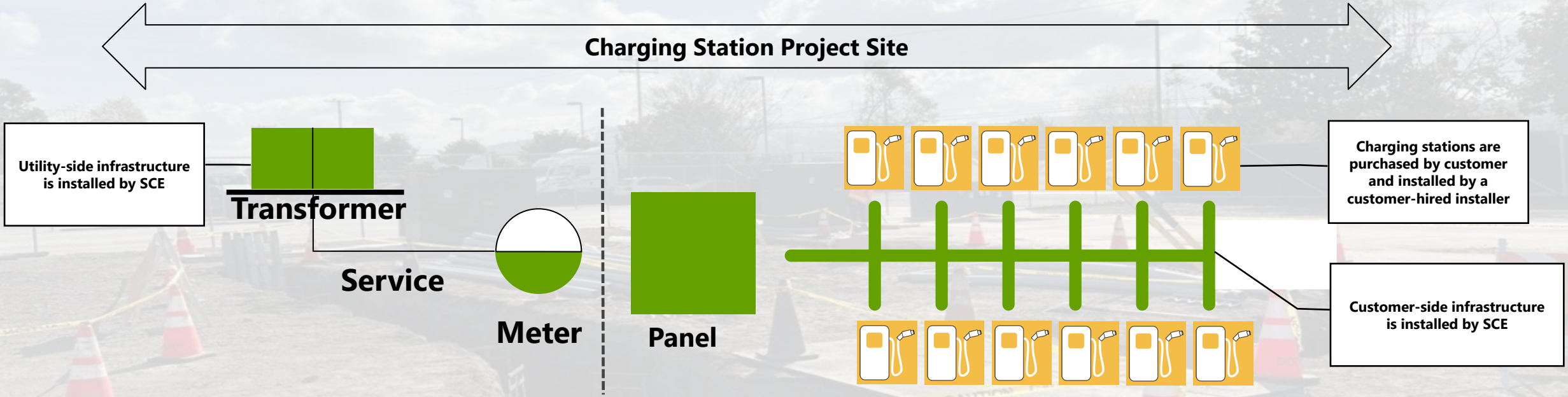
No rebates available for forklift, TRU, and other off-road chargers.

Rebate covers 50% of the EVSE cost, up to the rebate cap

Power Band	Rebate Cap
0 kW - 19.2 kW	$1,700
19.3 kW – 49.9 kW	$7,400
50 kW – 149.9 kW	$22,000
150+ kW	$37,000

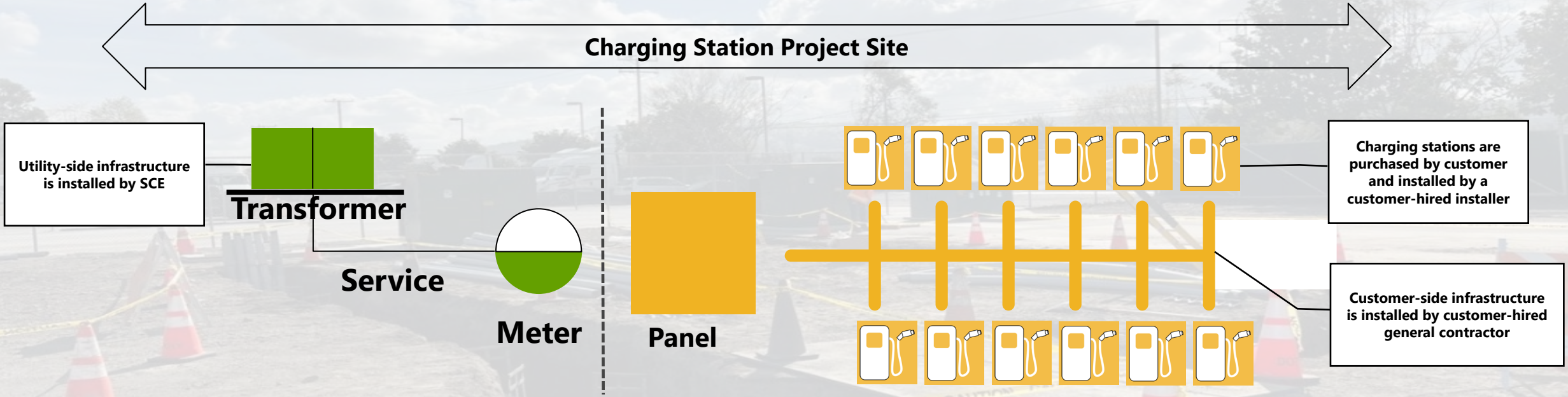
Rebate table is current as of March 2021. Rebate structure may be updated in the future. View the current rebate structure at the Approved Product List (APL) website.

CR Transport Project: SCE-Built Infrastructure



- Infrastructure deployed by SCE (all costs covered by the Program)
- Customer-owned and installed with SCE partial rebate for select customer classes

CRT Project: Customer-Built Infrastructure

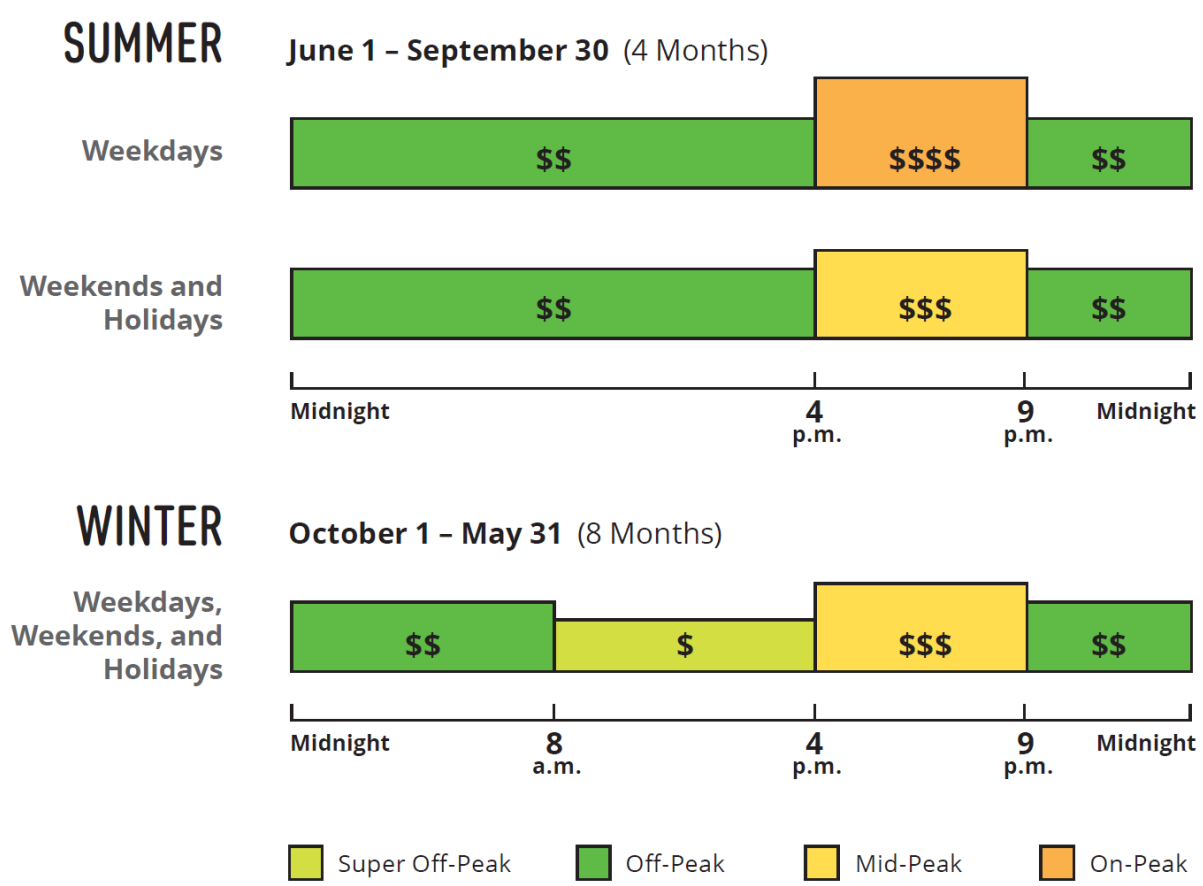


- Infrastructure deployed by SCE (all costs covered by the Program)
- Customer-built with SCE rebate up to 80% of project costs
- Customer-owned and installed with SCE partial rebate for select customer classes

SCE's New EV Rates & Demand Charge Holidays

Highlights of new EV rates

- **TOU-EV-7:** No demand charges from 2019-February 2024. Demand phases back in from 2024-2029.
- **TOU-EV-8 & 9:** No demand charges 2019 through 2025. Demand phases back in from 2026-2031.
- Save money by avoiding the peak hours of 4pm-9pm.
- New Super Off-Peak period with lowest pricing during 8am-4pm from October – May.
- You can estimate your electricity costs using SCE's Fleet Fuel Calculator, fleetfuelcalculator.sce.com.



TOU-EV-7
20kW or less

TOU-EV-8
above 20 kW
& up to 500kW

TOU-EV-9
above 500 kW

TOU-EV8: This Schedule is applicable to Customers whose monthly Maximum Demand, in the opinion of SCE is expected to register *above 20 kW but not exceed 500 kW*

Charge Ready Transport Program Activity Flow

PHASE A

Request Funding

Applicant determines

1. Program Enrollment Application
2. EV Aquisition Plans

Optional participant program termination at no additional cost prior to this point

PHASE B

Reserve Funding

2 - 3 months

3. Application Screening & Prioritization
4. Project Site Evalution
5. Conceptual Infrastructure Design
6. Program Participation Agreement

PHASE C

Pre-Construction Commitments

45 days

7. Proof of Electric Vehicle Acquisition
8. Proof of Charging Equipment Acquisition
9. Rebate Assignment

PHASE D

Design & Build

6 - 9 months

SCE Builds Infrastructure

10. SCE Performs Detailed Site Design Work
11. Grant Final Easement
12. SCE Requests & Secures Permits
13. Construct Infrastructure
14. Participant Installs Charging Equipment

Customer Builds Make-Ready

15. Participant Performs Detailed Site Design Work
16. Grant Final Easement
17. Participant Requests & Secures Permits
18. Construct Make-Ready Infrastructure
19. Participant Installs Charging Equipment

PHASE E

Issue Rebates

1 month

20. Charging Equipment Installation Verification
21. Review Documentation & Issue Rebates
22. Complete Program Surveys

PHASE F

Verify Compliance

10 years

23. Completion of Planned EV Acquisitions
24. Compliance with 5-Yr Port Level Data Sharing Commitment
25. Compliance with 10-Yr Operation of Charging Equipment

LEGEND

- 1 Program Participant
- 1 SCE

Charge Ready Transport - Application Requirements

EV Acquisition Plan

- Type and Quantity of EVs
- Estimated Arrival Dates
- Establishing Routes / Charging Windows

Charger Selection

- Make / Model / kW / Quantity / APL

Proposed Site Map

- Spacing, Throughput, Overhead Obstructions, Existing Easements

Review of Utility Easements & Agreements

- No Red Lines

Environmental Considerations

- Complete Environmental Questionnaire Form

Engage with SCE Today to Inform Annual Grid Capacity Planning

SCE doesn't know where your vehicles will be parked and charging when you electrify

To ensure SCE's grid is ready with the capacity to meet your needs

Engage with SCE Today to share your fleet data (i.e., location, # vehicles)

Or, your short and long-term electrification, if available

Your information will be used to inform the development of SCE's annual 10-year grid plan!

Without your electrification plans, SCE may be delayed in incorporating your specific needs into SCE's grid planning process

which can in turn lead to delays in your future electrification needs.

Please help us help you by sharing your fleet data, and if available, your short and long-term electrification plans!

Questions?

Email: TEP@SCE.com

SHARE YOUR FLEET DATA & PLANS WITH US!

Linq

It is critical to integrate your fleet data and electrification plans with SCE's grid plans!

- *Ensure there is grid capacity* in the areas where you plan to electrify
- *Prevent potential service delays* due to the need for SCE to complete grid capacity expansion, beyond your site work and distribution line & service line extension

For More Information & Support

Ramiro Lepe

(626) 842-7129

Ramiro.Lepe@SCE.com

www.sce.com/crt

For Rule 15, 16, 29: TEPMCommercialEV@sce.com
For Charge Ready Transport: chargereadytransport@sce.com
Transportation Electrification Advisory Services: www.sce.com/TEAS

EnergIIZE COMMERCIAL VEHICLES

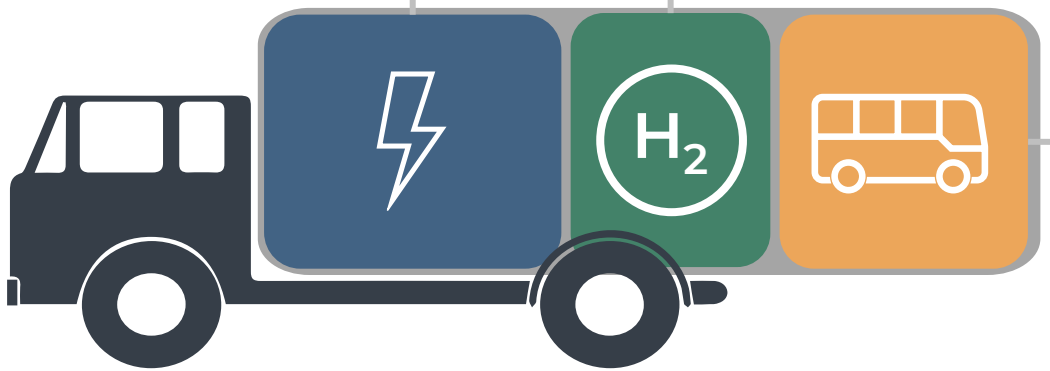
Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles

Overview of EnergIIZE

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles

Provides incentives for zero-emission vehicle (ZEV) infrastructure equipment for medium-duty and heavy-duty (MDHD) battery-electric and hydrogen fuel cell vehicles operated and domiciled in California.

Funding is released in distinct lanes, each representing a key area of the commercial ZEV landscape. Vehicles must be Class 2b-8, off-road applications are considered on a case-by-case basis.



Funded by the California Energy Commission's (CEC) Clean Transportation Program.

STATE OF CALIFORNIA ENERGY COMMISSION

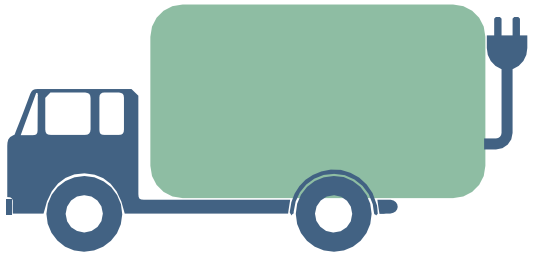
CALSTART

TETRA TECH

EnergIIZE Eligible Costs

Eligible costs are from customer side make-ready, where it is not currently offered by utilities, to the vehicle plug/nozzle.

EnergIIZE funds can be stacked (used in conjunction) with utility make-ready programs.



EV Infrastructure

- Eligible EVSE listed on Approved Product List
  - Level 2 Chargers
  - Direct Current Fast-Charging (DCFC)
  - V2G and Wireless Charging
- Networking
- Software
- Maintenance
- Warranty

Make Ready

- Switchgear
- Electrical Panel Upgrades
- Meters
- Stub-outs

EnergIIZE Standard Funding Lanes

Closed

EV Fast Track

Applicants are ready to go and may already have prior experience applying for commercial MDHD EV funding.

Closed

Hydrogen

Applicants intend to develop a hydrogen infrastructure project for commercial MDHD fuel cell vehicles.

Open 7/16/24

EV Jump Start

Applicants will need to meet specific eligibility criteria and will be allotted more time to submit required documents.

Open Oct. 2024

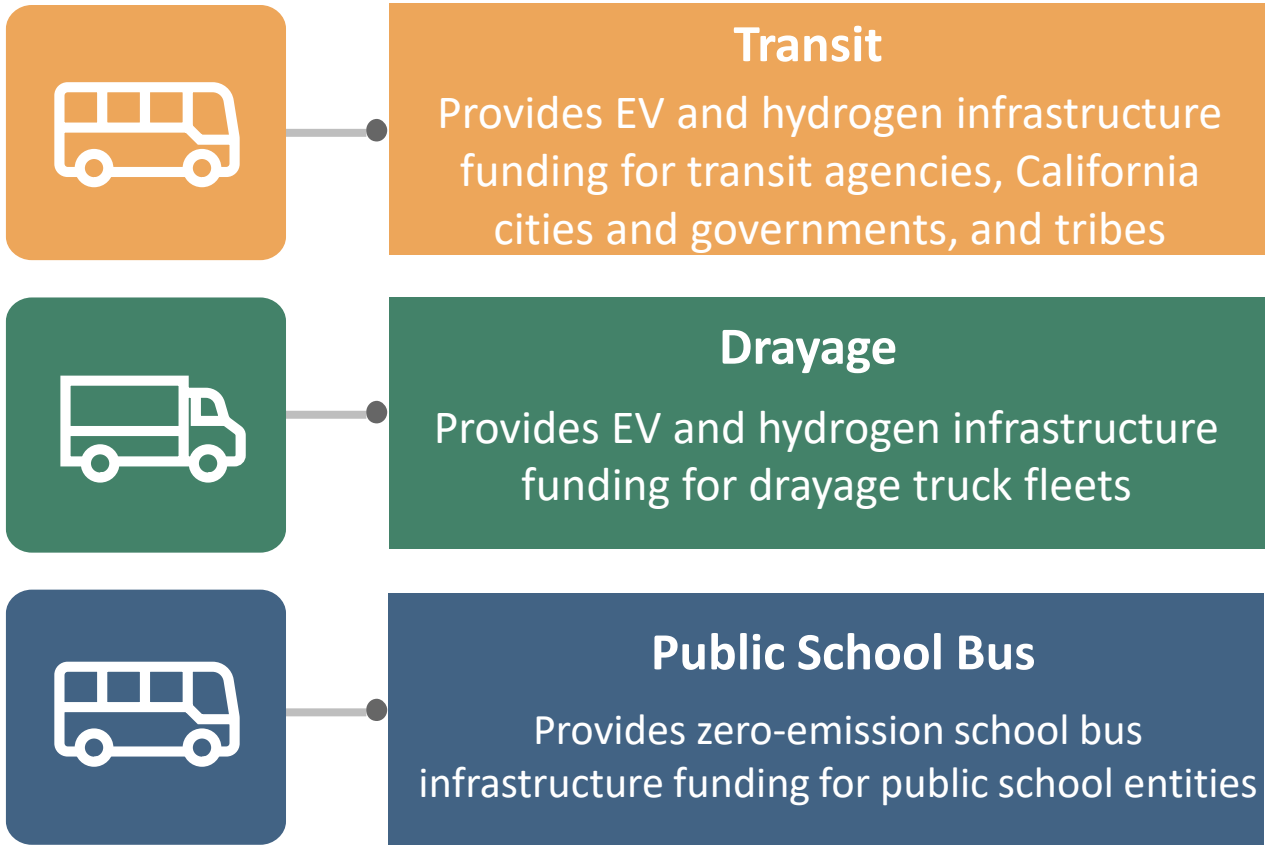
EV Public Charging

Applicants intend to develop publicly available or shared charging stations for commercial MDHD EVs.

EnergIIZE Set-Aside Funding Lanes

The Set-Aside lanes pair EnergIIZE infrastructure funding with vehicle funding through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Transit and Drayage lanes open now!



Open July 16!

EV Jump Start

The project must meet one of the following criteria:

- Project site will be in a Disadvantaged Community (DAC) or Low-Income Community (LIC)
- Public Transit System serving a DAC or LIC
- Public School District serving economically disadvantaged students
- Tribe or tribal serving entity
- Small business as identified in the California State Legislative Code
- Certified Minority Business Enterprise
- Non-profit organization

The project may be for public, shared, or private commercial fleet use by MDHD EVs.

Open Now!

Transit

- Included in the CARB Innovative Clean Transit (ICT) program's list of compliant transit agencies
- California city or county government, transportation district/transit district, or public agency
- California Native American Tribe, California Tribal Organization, or Non-Governmental Organization Serving Tribal entities
- Must show proof of HVIP vehicle purchase or HVIP voucher request by Step 3 of the EnergIIZE process

Open Now!

Drayage

- Fleet that performs drayage operations, according to HVIP definition
- CaaS developers serving drayage fleets
- Must show proof of HVIP vehicle purchase or HVIP voucher request by Step 3 of the EnergIIZE process

Incentive Structure

Applicant Lane	EV Fast Track	EV Public Charging	Hydrogen	EV Jump Start
Application	First Come, First Serve	Competitive	Competitive	**Competitive**
Incentive Structure	50-75% of Total Eligible Adjusted Project Costs 	50-75% of Total Eligible Adjusted Project Costs	50-75% of Total Eligible Adjusted Project Costs 	**75% of Total Eligible Adjusted Project Costs** 
Maximum Award	$500k-750k	$500k-750k	$3M-4M	**$750k**

Set-Aside Lanes Incentive Structure

Drayage

Lane Characteristics	EV	Hydrogen Fueling	Mixed Fuel
Maximum Incentive Offering	75 percent of Total Eligible Adjusted Project Costs Incurred*		
Maximum Award	$750,000	$2,800,000	$1,400,000

If meeting equity criteria:

Lane Characteristics	EV	Hydrogen Fueling	Mixed Fuel
Maximum Incentive Offering If Meeting Equity Criteria**	90 percent of Total Eligible Adjusted Project Costs Incurred*		
Maximum Award If Meeting Equity Criteria**	$1,000,000	$3,920,000	$1,960,000

If installing more nozzles:

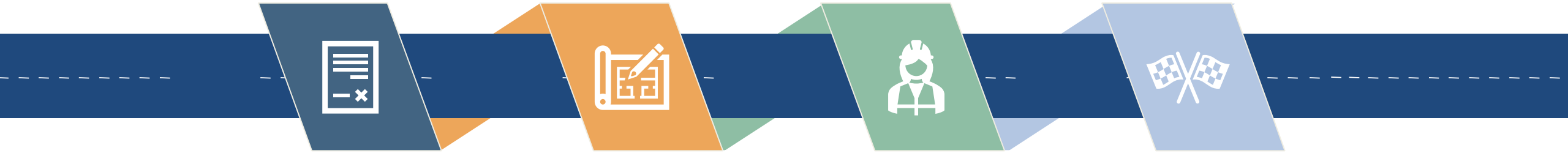
Lane Characteristics	EV	Hydrogen Fueling	Mixed Fuel
Maximum Incentive Offering If Installing More Nozzles	90 percent of Total Eligible Adjusted Project Costs Incurred*		
Maximum Award If Installing More Nozzles	$1,000,000 if installing 10 or more nozzles	$3,050,000 if installing 4 or more nozzles	$1,650,000 if installing 10 or more nozzles (combined, not per fuel type)

Transit

	EV	Hydrogen Fueling	Mixed Fuel
Maximum Incentive Offering	75 percent of Adjusted Project Costs Incurred*		
Maximum Project Cap	$500,000	$2,000,000	$1,000,000

	EV	Hydrogen Fueling	Mixed Fuel
Maximum Incentive Offering If Meeting Equity Criteria*	90 percent of Adjusted Project Costs Incurred*		
Maximum Project Cap If Meeting Equity Criteria**	$750,000	$2,800,000	$1,400,000

EnergIIZE Project Steps



Step 1:
Submit
Application

Step 2:
Provide
supporting
documents

Step 3:
Permitting
and
construction
Milestone
Payment

Step 4:
Commission
project
Final Payment

EnergIIZE COMMERCIAL VEHICLES

Resources

- For interested applicants: https://calstart3.my.site.com/apply/s/ (Application Portal)

- For vendors & installers:

Apply to be an approved Project Partner to apply and/or install infrastructure for fleets at https://www.energiize.org/partners

- Find more stackable funding opportunities at https://fundingfindertool.org/

Contact Us

infrastructure@calstart.org

877-ENR-GIZE
877-367-4493

www.EnergIIZE.org

EnergIIZE COMMERCIAL VEHICLES

SOUTHERN CALIFORNIA EDISON®

Common Questions

When stacking EnergIIZE and CRT, should I contact SCE or EnergIIZE first?

EnergIIZE COMMERCIAL VEHICLES

SOUTHERN CALIFORNIA EDISON®

Common Questions

When stacking EnergIIZE and CRT, how does reimbursement work?

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Common Questions

What can applicants do to be prepared before their first conversation with SCE?

Common Questions

What are common reasons for project delays?

Q&A

Please submit your questions using the Q&A function!